

Montana and the Sky



Vol. 37, No. 5

MONTANA AERONAUTICS DIVISION

May 1986

AERONAUTICS OPPOSES FSS CLOSURES

**By: Fred Hasskamp, Chief
Safety and Education Bureau**

Serious problems result from night closure of Bozeman, Lewistown, and Butte Flight Service Stations. Many in the aviation community are unaware of the negative impact night closures of Montana FSSs will create.

It is not legal for any commercial air carriers (Part 135 and 121) to make an instrument approach to an airport that does not have the altimeter setting and current official weather information available to the pilot. In addition to the scheduled airlines, there are numerous other commercial operators, such as freight, mail, and emergency medical flight operations, whose business depends on being able to land and take off from Montana airports at all hours of the day and night.

In addition, and often not thought of, is the fact that during times of instrument meteorological (IFR) conditions pilots must designate an alternate airport on their IFR flight plans. An alternate airport may not often be used; however, Federal Air Regulations mandate that alternate airports be available when conducting IFR flights. That also makes official hourly weather observations and forecasts mandatory.

The very existence of scheduled airlines as well as commercial air operations in Montana depends on passenger service and customer contracts which make it necessary to fly IFR at night. It is difficult to comprehend the logic that would cause not only the entire IFR airport system in Montana to be shut down but to blatantly disregard the serious degradation to aviation safety.

The Montana Aeronautics Board and Division have expressed concern about these closures to the Montana congressional delegation and also to the national aviation organizations, including AOPA, NATA, and ATA. If you share this concern, contact your Congressman.

Governor's EAS Task Force Meets

Aeronautics officials from the states of Wyoming, North Dakota, Minnesota, and Nebraska joined members of the Montana Governor's Essential Air Service Task Force at a special meeting in Billings April 24 to discuss continued funding of the subsidized air service through 1988 and to plan for action to be taken after 1988 when the current federal subsidy program is set to expire.

Also in attendance were Steve Huntington of the Montana Department of Commerce, representing Keith Colbo, Department director; Terry Cohea, executive assistant to Governor Schwinden; Ronald Ross of the Western Governors Association; and Robert Anderson, president of the Local Airline Service Action Committee from Minnesota.

The Airline Deregulation Act of 1978 guaranteed federal subsidy for certain essential air service points through 1988. At that time, the federal subsidy will sunset. In Montana, scheduled air service to the cities of Havre, Lewistown, Sidney, Wolf Point, Glasgow, Glendive, and Miles City by Big Sky Airlines is guaranteed through

the federal 419 subsidy program. Big Sky also serves Williston, North Dakota, under that agreement. Nationally, 148 cities in 36 states are served through subsidized air service.

There have been attempts in the past to remove funding for the subsidy from the federal budget even though the Airline Deregulation Act guarantees such funding through 1988. Through concerted lobbying efforts, the funding has each time been reinstated. There is the feeling, however, that after 1988 the program as presently structured will cease to exist. Since a community's economic well-being is so closely tied to air service, the communities now receiving subsidized service feel the need to work together to develop a program to replace the current one or risk losing such service altogether.

At the April 24 meeting, the group decided to work to develop a proposal to replace the subsidy program after the 1988 sunset. A draft proposal will be prepared and circulated to all the states now receiving subsidy and will then be finalized at a meeting to be held in Denver this summer. Once a final proposal is agreed upon, a bill will be drafted for introduction in Congress. The proposal will include provisions for more state and local involvement in the selection of essential air service points and provisions for some sort of funding of a revised program.

John Rabenberg of Wolf Point is chairman of the Governor's EAS Task Force. The group is made up of the seven Montana cities and Williston, North Dakota, along with a representative from the Montana Aeronautics Board and the Montana State Chamber of Commerce.

Administrator's Column

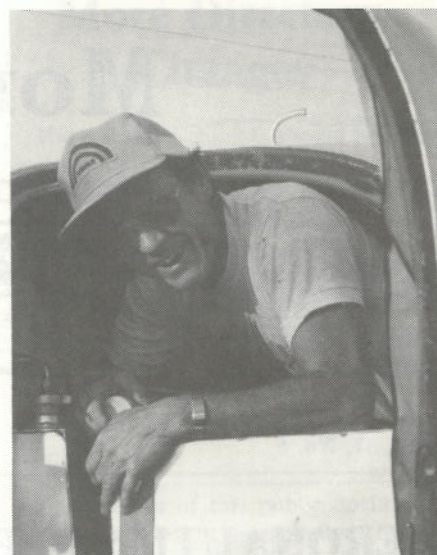
Flight Service Station Closures. I talked about the FAA's part time closure of the Lewistown Flight Service Station in last month's publication of Montana and the Sky. Since that time, the FAA has announced their intent to part time two more FSSs by adding both Bozeman and Butte to their "hit" list. Needless to say, this has been met with tremendous opposition - not only from the local communities but the Montana Aeronautics Board, the Congressional delegation, and the AOPA. We have learned that the AOPA is filing an injunction against the FAA to take them to court for blatantly disregarding a Congressional mandate by reducing the FSS services. Of Montana's nine FSSs, only three (Great Falls, Billings, and Missoula) will remain open 24 hours a day. This does not include three FSSs (Dillon, Mullan Pass, and Helena) previously completely closed down. Congress has mandated that the Department of Transportation/FAA is not to reduce FSS services - that the FAA is not to close existing FSSs until the new consolidated FSSs are in place and able to provide "as good or better" service. The FAA plans to commission the new Montana Automated FSS at Great Falls in September 1989 and start the consolidated process shortly thereafter, which they think may take a year or two to complete. **THE FAA CLAIMS THAT THEY ARE NOT PRESENTLY REDUCING FSS SERVICES ? ? ?**

* * * * *

Aviation Fuel Cost. I have received a considerable number of calls and comments from pilots expressing their concerns over the disparity in the high price of aviation gasoline as compared to that of automotive gasoline. I contacted a couple of oil refineries regarding this concern and learned that aviation fuel has received several decreases amounting up to 20¢ to 23¢ per gallon. It was felt that the reason why the total of these decreases has not been seen at all FBOs is that many of them have purchased their fuel at the higher prices and until they deplete their storage, they cannot lower their prices. Although this does at least somewhat answer my question, it does not answer the important question, "if both automotive fuel and aviation gasoline are refined from the same crude product, why have we not seen a proportionate drop in the price of aviation gasoline?" This question has not been answered.

* * * * *

Custom Fees. We have received word from Congressman Pat Williams that a provision within H.R. 3128, the Consolidated Omnibus Budget Reconciliation Act, will permit the U.S. Customs to impose a \$25 per year entry fee on private general aviation aircraft. The sought after fee by the U.S. Customs was \$25 per entry up to \$500 per year maximum. It is not clear at this time if the \$25 per year fee is for the aircraft or for the pilot. It is not clear when this discriminatory fee will take effect, but it will likely be as of October 1, 1986. It should be noted that the private automobile will continue clearing U.S. Customs FREE OF CHARGE when the GA aircraft using the same port of entry as well as the same U.S. Customs personnel during the time frames will be charged the \$25 fee. **FAIR ? ? ? OH YES! IT MUST BE OR IT WOULDN'T BE! SOMEONE HAS TO PAY AND WHY NOT THOSE RICH AIRPLANE DRIVERS ? ? ?**



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Bozeman FSS Goes Part Time

The Bozeman Flight Service Station will go part time effective June 5. It will be closed between the hours of 10:00 p.m. to 6:00 a.m. Some weather observations may be available from the air carrier observers during this period. No radio communications will be available. Pilot weather briefing and tie-in-station duties will be assumed by the Great Falls FSS (800-874-4202). Pilots operating IFR will have direct radio communications with the Salt Lake ARTCC on 132.4MHz.

The Bozeman control zone will be in effect from 6:00 a.m. to 10:00 p.m.

(See the article elsewhere in this publication regarding the FSS closures.)

New Unicom Installed at Holter

The Holter Lake Lodge now has a unicom operating on 122.9.

The Lodge, located on the north end of Holter Lake and about 25 air miles north of Helena, offers a marina, restaurant, motel, and lounge.

A unicom was installed at the Lodge to provide communications with those flying in to the Ox Bow airport just across the lake. They will provide water transportation to the lodge for those wishing to visit.

For further information contact Lee, Terry, or Kim Mongeon at 235-4331.



Terry and Kim Mongeon look on as Mike Rogan finishes antenna installation for the Holter Lake Lodge unicom.

Inspection At Schafer

By: Jerry Burrows
Aviation Representative

An airport inspection was made on April 21 at Schafer Meadows Airstrip. The airstrip is in excellent condition. A small herd of elk was on hand to greet us as we landed, although they departed before we got the plane tied down.

The ditch that was dug last year above the east end of the runway did its job - no water flooded across the runway.

The new fence on the west end is, of course, solid as a rock. Any additional fencing this year will be a lot easier to install as it should have soft soil to dig rather than the concrete we had to penetrate last July.

A new pilot registration desk is being installed on the east end near the gate to the campground. Please be sure to sign in each visit.

What surprised us during this visit - probably the first aircraft of the year - is how the grass on the entire runway and sides is uniformly short. The elk, deer, and moose do a good job at mowing.

There was still some snow in the woods, but not much. It will surely be gone by the time you read this. The campgrounds need a little work, but very little trash was evident. "Fly it in, fly it out" covers all.

Schafer Meadows, located just south of Glacier National Park, is unique not only for Montana but for the nation as well. Enjoy it.

CALENDAR

May 24 - Bozeman Air Show. Featuring the Thunderbirds.

May 31 - Flying Farmers President's Fly-In at Al Schmitt's, Frazer. Call 392-5724 for more information.

June 7 - Montana/Alberta Flying Farmer Fly-In at Del Bonita.

June 13-15 - Tri-States Flying Farmer Convention, Coeur d'Alene, Idaho.

June 14 - Bitterroot Aviation Day, Ravalli County Airport, Hamilton. Fly-In breakfast beginning at 7:00 a.m. There will be airplane rides and displays.

June 14-22 - F-M Air Show '86, North Dakota. Celebrating the grand opening of Hector Field Passenger Terminal at Fargo-Moorhead.

June 21 - Kummerfeldt/Ogglesby Flying Farmer Fly-In. Call Frank Kummerfeldt at 785-4361 for more information.

June 28 - Flying Farmer Queen's Fly-In, Cut Bank. Call Phyllis Sammons at 873-2626.

July 4-6 - MPA Fly-In at Sondreson Airstrip. More details to follow.

July 12 - First Annual Airplane Rumage Sale, Kalispell City Airport. Sponsored by Flathead Hangar of the MPA.

July 18-20 - Schafer Meadows Work Session.

July 26-27 - Montana Antique Aircraft Association Fly-In/Air Show, Three Forks. Contact Bud Hall at 586-6994 or Patti Thompson at 452-8800.

Aug. 1-8 - EAA Fly-In, Oshkosh, Wisc.

Aug. 2 - Fly-In at Madison Valley Aviation, Ennis.

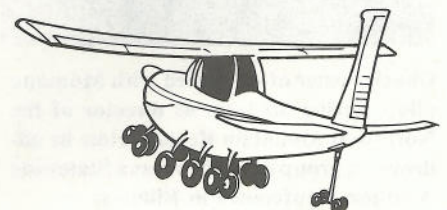
Aug. 17 - Helena Air Show. Featuring the Thunderbirds.

Aug. 23-24 - First annual Big Sky International Air Show. Featuring the first U.S. tour of the Frece Tricolori Italian Jet Team. Call 248-1541 for more information.

Sept. 11-14 - Reno Air Races.

Sept. 19-21 - Mountain Search Pilot Clinic, Kalispell.

Feb. 18-21, 1987 - Montana Statewide Aviation Conference, Missoula.



Foster Retires From FAA

Charles R. Foster, director of the FAA's Northwest Mountain Region, retired effective May 1. His retirement marks the culmination of a career of federal service spanning over 43 years, including 6 years as Northwest Region director.

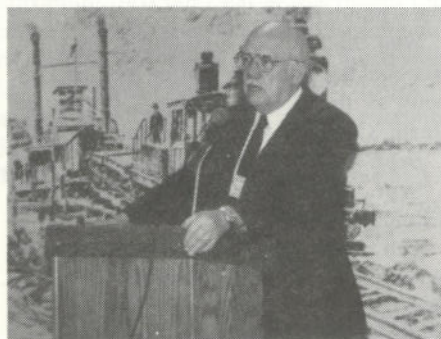
His first 24 years of service were with the U.S. Air Force. He retired in 1967 as a colonel. He then joined the Office of the Secretary of Transportation as director of Noise Abatement.

Foster moved to the FAA in 1974 as director of the Office of Environmental Quality. While there he received the Award for Meritorious Achievement for his leadership in planning, design, and implementation of environmental programs associated with the foreign produced Concorde supersonic aircraft operations into U.S. airports.

In 1979 Foster was appointed the FAA's first Associate Administrator for Aviation Standards. He was honored in 1980 as a "Distinguished Executive" by President Carter in a White House ceremony. He was recognized for his leadership in developing aviation safety standards.

Foster served as director of the Joint Department of Transportation/NASA Office of Noise Abatement and has most recently served at the request of the science advisor to the President as a member of the Office of Science and Technology Policy Study Group on Aeronautical Research and Technology Policy.

Taking over as director of the Northwest Mountain Region is Wayne Barlow, who has served as deputy director under Foster.



Chuck Foster often visited with Montana pilots during his term as director of the Northwest Mountain Region. Here he addresses a group at the Montana Statewide Aviation Conference in Billings.

Bits 'N Pieces

Air Traffic Control for Expo '86. The FAA has announced that it will establish a temporary air traffic control tower at Bellingham, Wash., to provide for safe and orderly movement of the anticipated heavy increase in air traffic at the Bellingham Airport during Expo '86. Hours of operation will be 8 a.m. to 8 p.m. daily from May 1 through October 25. In addition, the Canadian government will impose special requirements for U.S. airmen desiring to land in Canada. They will be published as Special Expo '86 Class II Notices to Airmen. For further information contact Joe Foster of the FAA Air Traffic Division at (206) 431-2531.

AOPA's Fly-A-Controller Program Successful. Hundreds of air traffic controllers around the country have already participated in the AOPA sponsored, FAA endorsed Fly-A-Controller program by going on familiarization flights with general aviation pilots. Many pilots have also taken mayors and city councilmen in addition to controllers. Airway facilities technicians and military air traffic personnel have also requested inclusion in the program.

University of North Dakota and Northwest Airlines Sponsor International

Aerospace Camp. The camp will draw ninth, tenth, and eleventh graders to Grand Forks, North Dakota, during July. During the 10 day camp the teenage aviation buffs will log flight time, build rockets, and learn about the past, present, and future of aviation. They also study aerodynamics, star gaze in an observatory, visit an Air Force base, and tour Northwest Airlines in Minneapolis. Camp instructors are faculty at UND's Center for Aerospace Sciences. The \$888 fee covers everything except pin money. Camp sessions are set for July 6-16 and July 20-30. Write the Division of Continuing Education, Box 8277, University Station, Grand Forks, ND 58202 or call (701) 777-2663.

AOPA Calls for Removal of FAA from DOT. Charging that "bureaucratic inertia and political pressures have destroyed the FAA's ability to respond effectively to user needs," AOPA President John L. Baker has called for the removal of the FAA from the Department of Transportation. He said the FAA should be restored as an independent government agency with the autonomy to manage its own planning, operations, and finances.

TEACHER WORKSHOP PLANS SET

Plans have been finalized for the 1986 Aviation/Aerospace Education Teacher Workshops sponsored by the Montana Aeronautics Division.

The workshops, to be offered at seven Montana locations, provide college credit to Montana teachers who learn more about aerospace education and how to integrate such information into their school classes.

The schedule below lists dates, locations, and directors for each 1986 session. For more information, contact the workshop director nearest you.

Dates	Sponsoring College - Location	Director
June 16 - 26	Eastern Montana College - Billings	Caroll Frederick 245-2543
June 16 - 27	Montana State University - Bozeman	Stan Easton 586-0410
June 16 - 20	Dawson Community College - Glendive	Kristy Bick 256-0043
June 16 - 20	Eastern Montana College - Great Falls	JoAnn Eisenzimer 468-2338
June 19 - 21 & June 26 - 28	Northern Montana College - Havre	Ron Kologi 265-9094
June 16 - 27	Carroll College - Helena	Lanore Johnson 442-7645
June 23 - July 3	University of Montana - Missoula	Russ Larson 857-3304

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For More Information Contact:

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 T. Westphal (406) 862-4965

ADAMSON VISITS MONTANA SCHOOLS

Following his appearance at the Saturday banquet at the Montana Statewide Aviation Conference, Major James Adamson, NASA shuttle astronaut, graciously agreed to spend some time with Montana school children.

He spent Monday and Tuesday, March 17 and 18, visiting with school groups in Miles City, Lewistown, Helena, and Great Falls. In Helena he also had lunch with members of the state Office Education Association who were attending a statewide meeting of their group.

Students and teachers were invariably interested and enthusiastic and asked lots of intelligent, well thought out questions. Major Adamson provided a wealth of information about NASA, it's programs, and career opportunities.



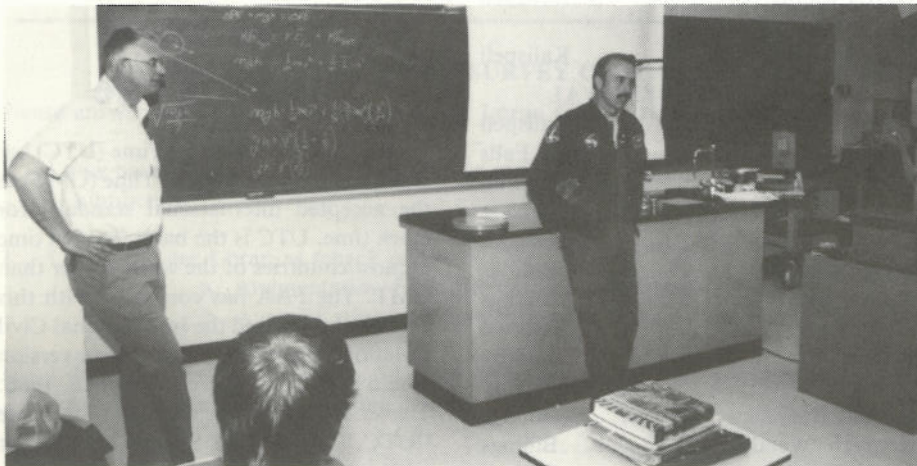
Adamson signed lots of autographs during his stay in Montana. Here he signs special pictures for two proud owners - Robbie Potts (left) and Garrett Ugrin - in Miles City. In the background is Sig Ugrin, member of the Aeronautics Board from Miles City.



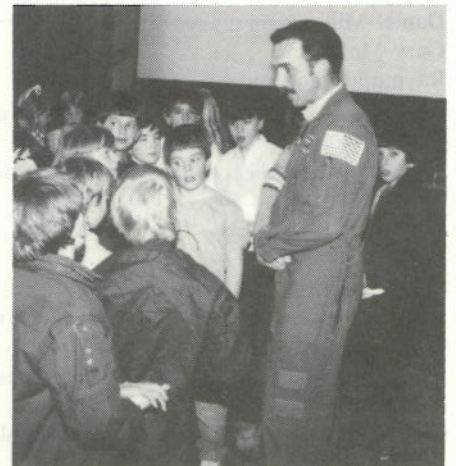
It isn't every day that you get to have your picture taken with a real astronaut !!!



Major Adamson spoke to the students in attendance at the luncheon of the state Office Education Association Convention in Helena.



John Potts, physics teacher at Custer County High School in Miles City, listens along with his class as Major Adamson explains shuttle flight.



Surrounded by an interested group, Adamson fields more questions.

FAA Issues Certificates

(These are the certificates issued October through February. March and April certificates will be published next month.)

PRIVATE

Michael Neutgens Wolf Point
Mark Stephens Dutton
Marvin Miller Angela
Iver Sondeno Bozeman
Thomas Wankel Angela
Steven Ott Reed Point
James Stephenson Broadview
Duane Kautzmann Bozeman
Larry Windnagle Helena
Robert Bowker Wolf Point
Dennis Engle Glendive
Leroy Kountz Glasgow
Dannie Matney Chinook
Clifton Cargile Hamilton
Young-Ming Roc Doo Missoula
Leo Taylor Darby
Rodney Hayens Missoula
Scott Mallard Miles City
Dan Fox Powderville
Hugh Radkins Butte
Daniel LaFrance Bozeman
Randy Wood Bozeman
Fred Birrer Butte
Charles Simenson Linclon
Steven Sarada Billings
Nicholas Econom Winifred
Harold Habein, Jr. Billings
Laura Jo Mitzner Billings
Scott Johnson Billings
David Hopkins Billings
Stephen Rathburn Billings
Daniel Miller Billings
Gary Mollet Billings
Raymond McLean Billings
Kathleen Johnson Billings
Tim Kinamon Kalispell
Wayne Just Kalispell
Linda Stevens Kalispell
Bruce Ortisi Great Falls
Kirby Underdahl Ledger
Frank Holst Gardiner
Kristy Patrick Rudyard
Gilbert White Two Dot
Leo Beardsley Havre
Allen Speer Missoula
Craig Davis Billings

COMMERCIAL

Joseph Rice Missoula
(Balloon)

John Lesnick Fishtail
Douglas Ferguson Big Timber
Leland Lareva Billings
Taun Deverill Billings
Lonnie Roberts Hamilton
John Pedersen Kalispell
Steven Loney Highwood
Dean Jensen Hinsdale
Henry Butzel Missoula
Robert Twist Hamilton
John Gilman Butte

MULTI-ENGINE

Wilfred Werner Columbia Falls
Leland Christopherson Havre
Travis Sanderson Billings
Lonnie Roberts Hamilton
John Russell Billings

ATP

David Coon Helena
William Winninghoff East Helena
Lawrence Warren Havre
Allen Eisenbart Butte
Patty Mitchell Belgrade
(C500)
Mark Nobles Billings
Van Robinson Kalispell

INSTRUMENT

Leland Christopherson Havre
Douglas Ferguson Big Timber
Lonnie Roberts Hamilton
Richard Backstrom Bozeman

INSTRUCTOR

Gordon Flint Cut Bank
(Ground)
Travis Sanderson Billings
William Ferguson Livingston
(Instrument)
Terry Bullis Hardin
Jerry Weibert Hardin
Garris Elkins Kalispell
(Instrument)
Van Robinson Kalispell

INSTRUCTOR RENEWAL

Kenneth Byers Kalispell
Tim Hayes Great Falls
Charles Moore Roundup
Lawrence Warren Havre
Charles Rogers Lewistown
Leigh Aslakson Billings
John Lynch Billings
John Rogers Lewistown
Robert Kline Darby
Clarence Ugrin Miles City
Ronald Bradshaw Billings
Kenneth Wendland Billings
David Southworth Billings
Richard Thomas Billings
Terry Davis Huntley

Eugene Wehrman Billings
Kenneth McNees Helena
John Youngs Great Falls
Wayne Turner Big Sandy
John Rasmussen Great Falls
Alvin Bunkowske Helena
James Stroh Havre
Kent Potter Kalispell
Gary Roam Billings
Byron Sunwall Froid
Carter Jensen Hinsdale
Harley Hoagland Billings

ENGINEER

Michael Hickey Helena



Notice From the FAA

Effective March 13, 1986, Federal Aviation Regulation 91.30 allows Part 91 operators to develop and obtain FAA approval to operate multiengine aircraft with certain equipment inoperable.

Persons interested in developing an MEL should contact the nearest FAA office for assistance. The Helena address is FAA Building, Room 3, Helena Regional Airport, Helena, MT 59601. Telephone 449-5270 between the hours of 8:00 a.m. and 4:30 p.m. Monday through Friday.

UTC Replaces Greenwich Mean Time

Coordinated Universal Time (UTC) has replaced Greenwich Mean Time (GMT) as the accepted international standard for clock time. UTC is the basis for civil time in most countries of the world rather than GMT. The FAA has concurred with this change and advised the International Civil Aviation Organization that the conversion would become effective January 16, 1986. The letter "Z" will be retained to indicate "UTC." All United States Government aeronautical charts and publications that are effective on January 16, 1986, will indicate UTC.

LORAN C SURVEY BEGINS

By: David C. Kneedler, Chief
Airport/Airways Bureau

The National Association of State Aviation Officials (of which we are a member) has established a task force to work with the Federal Aviation Administration at the national level to implement a program for the establishment of Loran C non-precision instrument approaches at airports across the country.

This is a many faceted effort, a part of which includes gauging the present and future extent of Loran C use in each state.

Below you will find a form entitled "Survey of Loran C Utilization." We will very much appreciate all aircraft owners taking a moment to answer the four short questions and returning the survey form to us. We believe this work effort has good potential for improving our navigational aid system nation wide, including Montana, and we appreciate your help in accomplishing that task.

YOUR SHOULDER HARNESS

IF YOU'VE GOT IT—USE IT!

April SAR Activity Report

By: Fred Hasskamp, Chief
Safety and Education Bureau

April was a good month. we received only 4 ELT reports. One ELT was located in a hangar in Cut Bank, 3 ELTs were turned off before they could be located - one at the Missoula Airport, one in the Broadus-Ashland area, and the last one in the Ennis area.

When contact is made with a number of aircraft owners or it becomes known that one of our dedicated volunteers is looking for an errant ELT, it is almost mysterious how the offending ELT sometimes suddenly becomes silent and no one seems to know anything about it.

Approximately 97% of all ELT activations are inadvertent - in other words, unintentional. The causes of the unintentional ELT activations are many. Some ELT transmissions are a result of faulty "G" switches, electronic problems, or because they were accidentally switched to "on."

Statistics are being compiled nationally to help determine the causes of ELT malfunctions. In the interest of building a more reliable ELT, it is important to know the make and model of any ELTs that fail to function as intended. Other than passing on pertinent information to RCC Scott AFB, there is no follow-up action concerning anyone with an ELT that has been triggered inadvertently.

With few exceptions, the FAA requires aircraft owners to have on board their aircraft an operational ELT whenever it is flown. ELTs which function properly in the event of an accident reduce the time to locate to hours rather than days or even never - not to mention the concern, exposure of search pilots and observers to unnecessary risk, and the expense.

If you discover the inadvertent activation of an ELT, please report it to the Montana Aeronautics Division. We will appreciate the help.

Used Equipment For Sale

The following used airport equipment is being sold by the Sloulin Field International Airport at Williston, North Dakota. Airport manager Jerry Olson states that the equipment would be excellent for a small private or public airport.

Airport Equipment:

Airport lighting control panel.

Runway selector - low, medium, high intensity.

Westinghouse constant current regulator, static type, remote operation, brightness control.

NDB Equipment:

Antenna Tuner (Aer-O-Com).

Automatic Transfer (Aer-O-Com).

Two radio transmitters (Aer-O-Com).

For further information, contact Jerry Olson at P.O. Box 1306, Williston, North Dakota 58801 (701) 774-8594.

SURVEY OF LORAN C UTILIZATION

Please answer the following questions about Loran C and return this survey form at your earliest convenience:

1. I now have a Loran C receiver installed in my aircraft N#_____. (if more than one aircraft, please list all other N numbers.)
2. I regularly use Loran as (check one or both):
_____ a. Augmentation for other enroute navigation methods
_____ b. Augmentation and monitoring for standard instrument approach procedures
3. I do not presently have a Loran C receiver in my aircraft but would be interested in seeing procedures developed by the FAA for expanded use of the existing system.
_____ Yes _____ No
4. Although I don't have a Loran C receiver at this time, I am seriously considering purchasing one.
_____ Within 6 months _____ Within a year

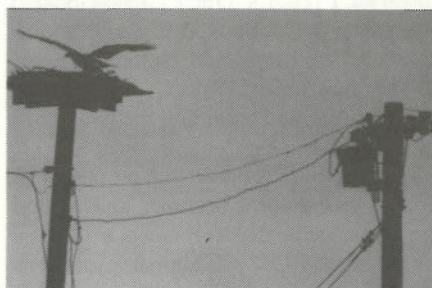
The Ospreys Are Back !!!

By: Jerry Burrows
Aviation Representative

You may recall last fall when we wrote about the nest the ospreys built on our transformer pole which provides power to the Stoney Point obstruction beacon north of Helena. The landowner was concerned because of the fire danger, and we were concerned that the nest could short out the power lines - especially when wet. Well, neither occurred and the baby birds matured and flew down to Chili for the winter.

In the meantime, with advice from the Fish, Wildlife and Parks Department and from the Audubon Society, we built a platform for their nest on a pole about 20 feet from the transformer pole. We placed part of the old nest in the new home and waited.

Sure enough, mother osprey was busy fixing up her nest when we came by for an electric meter reading. One would think she would have been a little bit grateful for the new condo instead of shrieking and sweeping down at us. There's just no explaining the workings of the mind of a female setting up housekeeping !!!



Mother osprey lands on the new nest/platform. Note the dangerous transformer pole to the right where she built her nest last year.

More Directory Changes

The following changes should be made in your Airport Directory:

Billings: FSS frequency - 123.60 — Unicom - 122.95.

Cut Bank: FSS phone - 873-4154.

Fort Smith: Elevation - 3242.

Ox Bow: Unicom - 122.9.

Plentywood: Unicom - 122.9 — Runway lights - 122.9.

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MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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